

The Mosquito Aircraft Association of Australia

President: Max Ripper
Lays Rd Ext,
Gormandale, Vic, 3873
Tel: 051-977275

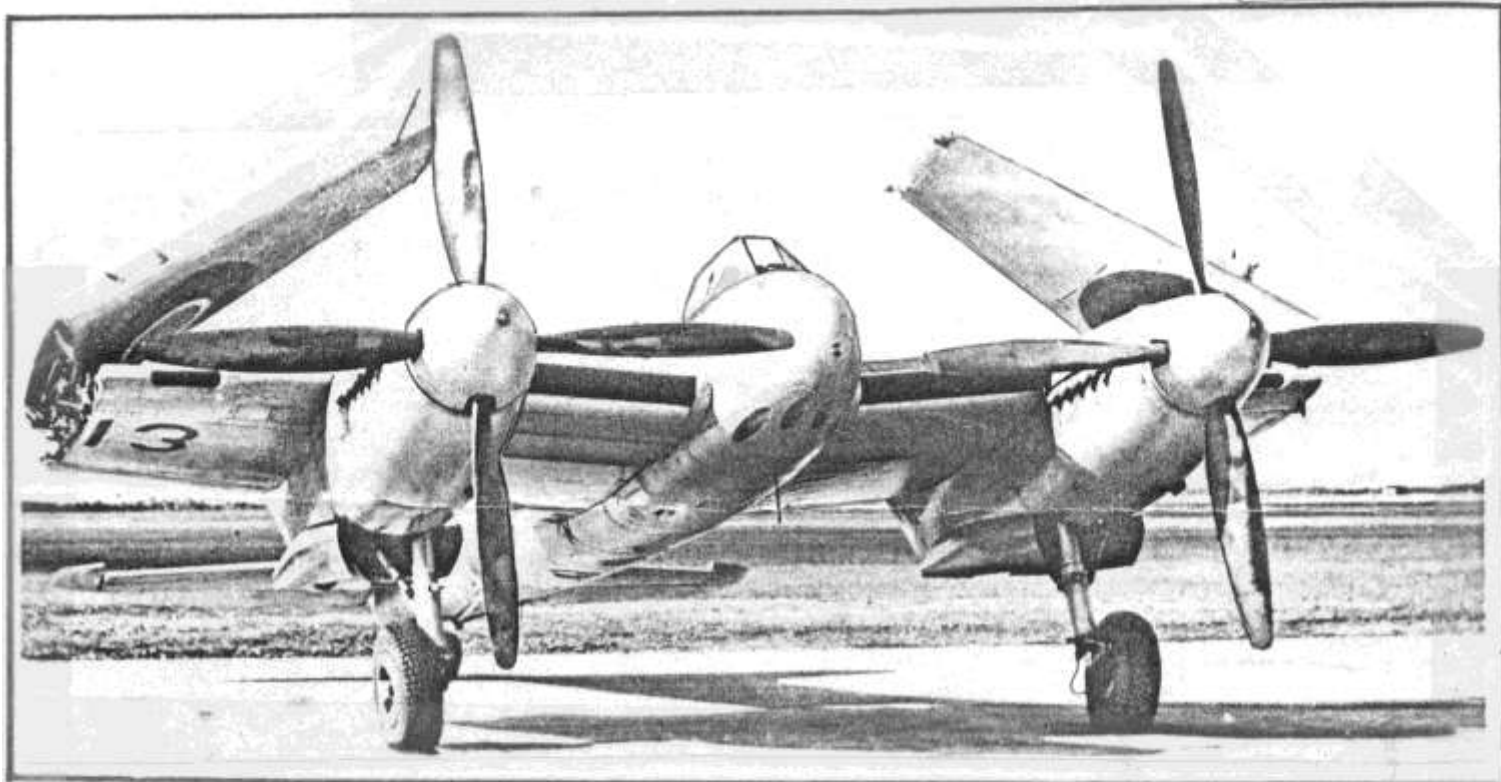


Secretary: Allan L. Davies
4/18 Gordon Street,
Traralgon, Vic, 3844
Tel: 051-745906

PATRON AIR VICE-MARSHAL J.C. JORDAN AO (RAAF-RETIRED)

BULLETIN - No. 9 - APRIL 1995

THE de HAVILLAND HORNET - DH 103



THE de HAVILLAND SEA HORNET - F Mk. 20

At first glance this aircraft can be easily mistaken for a somewhat strange looking Mosquito, but the reader may be assured this is simply a case of proving the old adage of - "when you're on a good thing - stick to it!"

de Havilland simply married the many outstanding features of our favourite aircraft - the "MOSSIE", with various improvements and adaptations, thus producing an aircraft of exceptionally clean design with outstanding performance.

The Hornet was smaller than, but surpassed the Mosquito (hard to believe - but true) in power and overall performance. All ex Mosquito pilots - PLEASE NOTE - the Sea Hornet was fitted with OPPOSITE ROTATING PROPS (nuf said !!).

In 1942 work began on a long range fighter, with adaptability for use in the Pacific War Zone, this aircraft was basically a scaled down single seater development of the DH 98 Mosquito.

On 28/7/44 the first prototype flew at Hatfield (England) and Naval interest was soon attracted because of the opposite rotating propellers and high drag flaps providing excellent low speed capabilities, so necessary for operations from aircraft carriers.

Australia Remembers
1945 - 1995



The DH Hornet Single Seater Fighter. - Note the serial No. RR919.

The first prototype was numbered RR 915 - so this Hornet pictured here is one of the "early birds" in production. The classic lines of the Mosquito aircraft are evident in this photograph.

After numerous modifications and adaptations this model F Mk. 20 resulted, following trials in sea going conditions from aircraft carriers. Trials commenced in August 1945 on HMS OCEAN, and the first of the Sea Hornets F.Mk. 20's flew on the 13/8/46. This Mk. 20 was essentially the same as the Hornet F.Mk.3 in fuel capacity, power plant, dimension and armament.

The following RAF Squadrons were equipped with DH Hornets, either Mk. F1, F3, or FR4 - No's 19, 33, 41, 45, 64, 65, and 80. Squadrons RAF 33 and 45 flew Hornets Mk. F3 in action in the Malaysian campaigns 1949/1952.

When the Hornets were withdrawn from Squadron service in the mid 1950's, they were the fastest and last of the RAF piston driven fighters.

The RAAF played a major part in the development of the Sea Hornet F Mk.20, when TT213 was allocated on loan to the RAAF for the purpose of conducting Tropical Trials. These trials were made at Darwin NT; where considerable flying in Mosquito aircraft was done operationally in 1944/45. The tests took place in 1948 and the findings remarked on the same matters that concerned No's 1, and 87 Squadrons when flying Mosquitos in tropical conditions, particularly over a sustained period.

Should there be anyone out there requiring further detail on these tests, your editor has a copy of the full flight log of TT213 whilst under test in Australia.

The Specifications of the de Havilland Hornet are as follows. Also details by comparison with the DH Mosquito Mk. XVI.

Manufacturer:

The de Havilland Aircraft Company Limited, Hatfield Aerodrome, Herts., U.K.

Type:

Single-seat, long-range, escort Naval fighter.

Power Plant:

2 Rolls-Royce Merlin 130 (port, R.H. rotation) / 131 (starboard, L.H. rotation) 12-cylinder V-12 liquid cooled engines of 2,030 h.p. @ 3000 rpm @ 380m (1250') driving 2 De Havilland Hydromatic 4/400/5 4-bladed fully feathering propellers of 12'0" (3.66m) diam.

Fuel Capacity

432 Imperial Gallons (1,963 litres)
 Top fuselage: 60 I.G. (273 litres)
 Bottom centre: 48 I.G. (218 litres)
 2 wing tanks: 85 I.G. (386 litres)
 2 wing tanks: 77 I.G. (350 litres)

Overload wing tanks could be carried. Either 2 of 200 I.G. (910 litres) or 100 I.G. (455 litres).

Oil tankage was 15% I.G. (70 litres)

Dimensions

Span	45'0"	(13.71 m)
Length (tail down)	36'8"	(11.90m)
Height (tail down)	14'2"	(4.26m)
Wing Area	361 sq ft	(33.53 sqm)

Weights

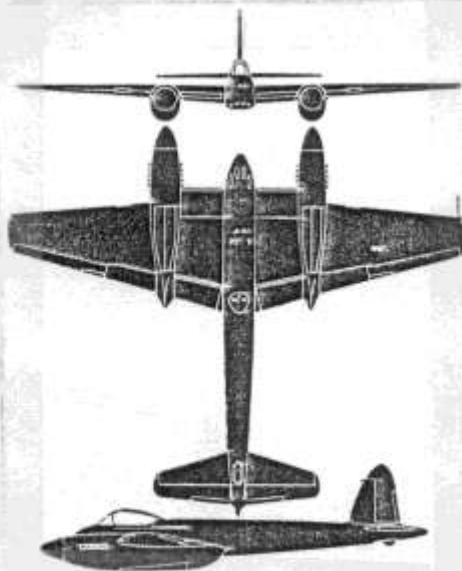
Tare	13,300lb †	(6,038 kg)
AUW	18,250lb	(8,285 kg)
Wing-Loading	44.5lb/sqft	(217.2 kg/sqm)

Performance

Maximum speed	467 mph at 22,000 ft (750 kph at 6705m)
	431 mph at 10,000 ft (690 kph at 3050m)
Initial Climb Rate	4,000 ft/min (1,220m/min)
Operational Ceiling	35,000 ft (10,670m)
Range	1,500 miles at 30,000 ft (2,415 km at 9150m) with max internal fuel and max overload

Armament

Nose: 4 fixed British Hispano 20mm cannon.
 Wings: 2 1000lb (454 kg) bombs, or
 2 mines, or
 8 60lb (27.2 kg) rockets.



The D.H. Hornet Single-seat Twin-engine Fighter.

Mosquito PR Mk. XVI

POWER

Two Rolls-Royce Merlin 76/77 engines, each 1680 HP, 2-stage superchargers.

DIMENSIONS

Wing Span: 54 Feet 2 Inches
 Length: 40 Feet 10 Inches
 Height: 15 Feet 3½ Inches
 Wing Area: 454 Square Feet

PERFORMANCE

Max. Speed: 410 MPH
 Max. Op. Height: ... 37,000 Feet
 Range: 2400 Miles
 Fuel Capacity: ... 860 Imp. Gals.
 2 x Drop Tanks
 (@ 50 Gals. Imp.)

Acknowledgements to member Allan Ellis for his suggestion to feature the de Havilland Sea Hornet.



Man of many hats

ADELAIDE'S KYM Bonython is a man of many talents: military, musical and otherwise. Perhaps best known for the art galleries he ran in Adelaide and Sydney, 73-year-old Bonython (left) has been a WWII bomber pilot, jazz promoter, drummer, radio announcer, grazier, speedway promoter, speed-car driver, mini-submarine pilot, hydroplane racer, Adelaide city councillor, and is on the board of Musica Viva. In fact, it was his idea to run a car race through the streets of Adelaide.

But his most enduring passion is for motorcycles. Bonython bought his first at 15 and hasn't been without one since.

When he bought his current machine, a yellow Italian MV Agusta, in 1967, he asked the Adelaide-born artist Louis James to decorate his helmet. The famous naked-lady bash hat has been the cause of several near-accidents involving over-curious motorists.

When Bonython decided to update to a modern helmet design, James was again given the job. The latest Bonython-James brain bucket features a raging bull over the words Bullo Bee, a nickname dating back to Bonython's cattle-breeding days.

James Cockington

Extract from

GOOD WEEKEND

April 30, 1994

Introducing "our man" in South Aust. H.R. (Kim) Bonython AC.DFC. AFC. KSJ.

Kym's last Squadron service was as Flt. Commander on No.87 PR Squadron in 1944/1945, where he was noted for tearing down the Coomalie Strip, standing on the seat of his motor cycle - arms akimbo. As the extract notes, Kym is a man of many parts.

It was at Diggers Rest outside Melbourne in 1910 that Houdini created his own brand of Australian magic by becoming the first man to fly an aeroplane in this country.

He came to Melbourne by ship with his new Voison plane — a giant box-kite-looking affair with a steering wheel to control the rudder.

The plane was assembled at Diggers Rest on February 24, but the engine was not working properly.

Finally, on March 16, the Voison was wheeled out of the tent hangar at first light on to a series of wooden planks that were to form the take-off area.

He put on a pair of goggles and a cap, and climbed on to a seat behind the steering wheel while his French engineer, Brassac, swung the propeller.

The engine roared and the

clumsy looking plane shot forward at more than 60 kmh and then up into the sky.

He appeared to be heading for a tree, but he moved the elevating control in time and skimmed over the tops of branches.

The small crowd cheered as the aircraft circled the large field at an estimated 80 kmh before heading back

to the planks for a safe landing. The Voison stayed up for a full minute.

Houdini said afterwards that when the aircraft became airborne, all his fears vanished and he was exultant in the knowledge that he was the first man to fly a powered aeroplane on this continent.

His ambition to fly was earlier rejected by a Sydney newspaper that said a flight would be impossible due to

the more rarefied air in Australia.

Heres a "snippet" of Aviation trivia

QUESTION: Who was the first man to fly a powered aircraft on the continent of Australia ?? **YOU DON'T KNOW** - Well you are not on your own. Who would have guessed it was the well famed **HARRY HOUDINI**, the American escapologist & magician. The extract from the Herald Sun will give you the details.

CAC MUSTANG MK21 A68-118

A CA-16 Mk 21, A68-118 was received by the RAAF from the Commonwealth Aircraft Corporation at No 1 Aircraft Depot, Laverton VIC on 10MAY48. It was issued to No 78 (Fighter) Wing at Williamstown NSW on 11AUGUST 1949. In 1953, the aircraft was allocated to RAAF East Sale, VIC, where it was operated until December 1955, when it was flown to Tocumal for disposal.

It was purchased by Mr J. Palmer in 1958, and flown as VH-WAS for a short period. The aircraft was then withdrawn from service, and left derelict at Bankstown Airport, until leased in 1973 by the Camden Museum for static display purposes.

In 1978, the aircraft was purchased by Jeff Trappett who, with a team from The Latrobe Valley Aero Club, dismantled the aircraft, and prepared it for transport. The aircraft was then completely rebuilt by Jeff, several dedicated RAAF maintenance personnel, and 'Gippsland Aeronautics', based at Latrobe Valley Airport, Traralgon, Victoria.

The aircraft is now operated as part of Jeff's Latrobe Flying Museum, located at Latrobe Valley Airport.

AVIATION DETAILS JEFF TRAPPETT

Jeff Trappett is from TOOWOOMBA, QLD, and graduated from RAAF Pilots' Course in 1968. Initially he flew Douglas C47's (DC3s) and then completed an operational tour in Vietnam, flying DeHavilland Caribou.

Jeff undertook instructor training post Vietnam, and spent a term at Point Cook instructing on Winjeels; he then left the RAAF and joined TAA for several years flying F27 aircraft. However, in 1975 he rejoined the RAAF and then completed a further instructional tour at The Central Flying School at RAAF East Sale, where he was also a wingman and solo for the ROULETTES.

In 1979, he changed roles completely, and flew F111 strike aircraft at RAAF Amberley, QLD. On promotion to Squadron Leader in 1981, Jeff completed a most enjoyable tour as Commanding Officer No 21 (City of Melbourne) Squadron based at Laverton Victoria. A tour as Executive Officer at No 1 (F111) Squadron followed, and then the inevitable ground staff appointment in Melbourne followed.

Leading the ROULETTES Aerobatic Team was his next post, followed in 1989 by an assignment to RAAF Point Cook, as Operations Officer of the RAAF Museum.

At the end of 89, Jeff retired from the RAAF, after 21 very interesting years, and now flies Boeing 747-400 aircraft for Qantas. Jeff has logged approx 10000 hours on various military and civil types of aircraft.

JEFF TRAPPETT is a member of this Association which is only natural in view of his involvement in the restoration of vintage aircraft. Jeff has also restored 2 WINJEELS & is currently working on a DC 3, with a SABRE on the back burner.

YES !! Jeff flies his Mustang & we are fortunate here in Gippsland to hear the full blooded throaty snarl of the Packard Merlin from time to time.

DARWIN or BUST !! A recent letter from our member KEITH MULLER of Penrith, reveals an adventurous spirit. Ed. quotes - "In mid July 95, I am going to ride my INDIAN SCOUT 74B to Darwin for the (VJ) VP Day commemoration in August.

It is as complete an Indian as I have seen anywhere and has taken 10 years work to get it that way. I'm sure the Bike will make it - I JUST HOPE THE SILLY 'OLD BUGGER' RIDING IT - WILL MAKE IT TOO, - A MERE 2770 MILES !!! "

Keith is to be congratulated on his restoration and our good wishes accompany him on his trip.

TIGER BALM for the BUM Keith!!



A LETTER FROM A MUM IN IRELAND TO HER SON IN AUSTRALIA

Belfast, Ireland
Nov. 1976

Dear Son,

Just a few lines to let you know I'm still alive. I'm writing this letter slowly as I know you can't read fast. You won't know the house when you come home, we've moved.

Your father has a lovely new job, he has 500 men under him. He is cutting the grass at the cemetery.

There is a washing machine in our new house but it isn't working too good. Last week I put 14 shirts into it, pulled the chain, and I haven't seen the shirts since.

Your sister Mary had a baby last week, I haven't found out if it's a Boy or a girl yet, so I don't know if you're an Uncle or an Aunt.

Your Uncle Dick drowned in a vat of Whisky in Dublin last week, some of his mates dived in to save him but he fought them off bravely. We cremated his body and it took 3 days for the fire to go out.

Your Father didn't have much to drink at Christmas, I put a bottle of Castor Oil in his beer and it kept him going till New Year's day.

I went to the Doctor on Thursday and your father came with me, the Doctor put a tube in my mouth and told me not to open it for 10 minutes, then your father offered to buy it from him.

It only rained twice last week, the first time for 3 days and the second time for 4 days. On Monday it was so windy the hen layed the same egg four times.

We had a letter from the undertaker, he said if we don't pay the last instalment on your Granny, up she comes.

Your loving mother,
IRA.

P.S. I was going to send you \$10, but I already sealed the envelope.

THE MAGIC MULTI-USE MOSQUITO.

This segment is prompted by member J.P. (PADDY) Dempster, Pilot ex No.1 Attack Squadron RAAF, of Dongara WA. Paddy reckons the "MOSSIE" was used as a Civil aircraft during WW 2 - But his mates (both of them !!) won't have a bar of it.

STAND UP TALL Paddy - U R RIGHT !! and this is the story - In 1943 BOAC commenced operating a Civil Flight in Mosquito Aircraft, with civil markings & insignia and with crews in BOAC uniform. The flights were between SWEDEN and BRITAIN and were flown at night.

The flights carried airmail, freight and YES - PASSENGERS, who were no doubt completely uncomfortable tucked up in the confined Mosquito fuselage for the duration of the trip. One hopes that "sparks" had provided some lighting and some intercom for these, mainly VIP's.

However the discomfort would have been well balanced by the comparative brevity of the trip, 2½ hours to cover over 800 miles - with 300 miles flown over very hostile enemy territory.

This is ONE MORE ASTOUNDING APPLICATION of the WOODEN WONDER's AMAZING VERSATILITY.

Hope you've got your bets all laid "PADDY"

ALSO !! DID YOU KNOW THAT THE MOSQUITO WAS THE FIRST TWIN ENGINE AIRCRAFT TO LAND ON A CARRIER ?

Authority for these two MOSQUITO FACTS is the Video, THE MOSQUITO STORY.

THE GOOD NEWS STORY

Our membership Register is now "COMPUTERISED" - with addresses transferrable from the memory bank to adhesive address labels - GLORY !! GLORY. No more will your weary editor labourously hand address some 260 envelopes at Bulletin mailing time.

This has all been accomplished at the total cost of only \$29, covering the supply of Laser Photo Copier Address labels, sufficient for over 12 months use-ALL THIS DUE to the co-operation of our Vice President, Ken Johnston for the use of facilities and his daughter Michelle for the excellent typing and recording task - which has brought us into the State of the Art - Well - almost anyway !!

Your editor knows all members will join your Executive and Committee in proffering our thanks to KEN & MICHELLE for their willing help in bringing MAAA INTO THE 20TH CENTURY!!

**AUSTRALIA
REMEMBERS
1945 - 1995**

ANNUAL GENERAL MEETING

As this is the last Bulletin to issue prior to the Meeting date, Notice is advised hereunder. It is expected that FLYLT M. Mayfield and the new OIC Restoration Project will be in attendance, outlining the past twelve months activities. Again, the Committee hopes that some Melbourne and Gippsland based members can attend. Just let us know so you will be sure to get a cup of Char and a Bun.

THE MOSQUITO AIRCRAFT ASSOCIATION OF AUSTRALIA.

Notice of Annual General Meeting.

The Annual General Meeting will be held at the Latrobe Council Chambers, Kay Street Traralgon on Monday the 14th: August 1995 commencing at 2.00 pm.

Business.

- 1) Presentation of Financial Statements for the year ended 30th; June 1995.
- 2) To receive and adopt the Annual Reports.
- 3) Fixing of Joining Fee and Subscriptions for the ensuing year.
- 4) Election and Induction of Executive and Committee for the year ended 30th; June 1995.
- 5) General Business at the discretion of the Chairman

Note 1) Motions for inclusion in the agenda are to be lodged in writing with the Secretary not less than 14 days prior to the AGM.

Note 2) Nominations for the positions of President, Vice President, Secretary, Treasurer and four Committee men are called, closing on the 14th; July 1995.

The retiring Committee - M. Ripper (pres), K. Johnston (vice pres), A. Davies (sec/treas), Committeemen R. Skinner, C. Ryan, J. Burgess and J. Graham all intend to nominate for office for the year ended 30th; June 1996. Nomination Forms may be obtained from the secretary.

"YOU" can HELP !!

From time to time the Bulletin will be listing details of Mosquito parts & Equipment required by the restoration team in the hope that Members will be able to help in tracing the missing "BITS and PIECES. At the present time Ron Vassie is working on the tracing of Cameras and equipment, and we hope to publish a comprehensive list of these requirements in the next Bulletin.

MEMBERSHIP

Our total Membership is now 212 financial Members, indicating sustained interest in the restoration of Mosquito A52-600 and our Association. A pleasing factor is the number of new members being introduced by existing members - keep it up - your help as recruiting officers out there is greatly appreciated.

Unfinancial members number only 11 but unfortunately if the 1994/1995 subscription is not received prior to the 30/6/95, these memberships will lapse. NOTE. Do not send a subscription, unless you receive an account with this Bulletin.

The Membership list is continued hereunder.

Taylor L. (Leigh) 3/51 Carinya St; Queanbeyan 2620 - 5 Sqn; RAAF A/Fitter
Swash B. (Brian) PO Box 3213 Morwell 3841 - ex permanent RAAF, Aviation enthusiast.

Cooper F.W. (Frank) 40 Jopling St; Nth. Ryde 2113 - ex 163 Sqn. RAAF
Allen W.R. (Walter) 40 Cromer Rd; Beaumaris 3193 - ex 456 Sqn. RAAF Nav
Kay G.C. (Gerry) 57 Queen St; Mornington 3931 - ex 87 Sqn. RAAF Pilot
Searle A.D. (Andrew) 2FTS Pearce RAAF 6084 FLYLT permanent RAAF Pilot
Johnston N.J. (Nancy) 223 Dandaloo St; Narromine 2821 - Widow of Neil (Bozko) Johnston- who served as a Pilot on 87 Sqn RAAF

Wilkinson A. (Arthur) 40 Kirwan St; Floreat Park 6014 - Equip Off. 87 Sqn.
McDaniell J. (Jack) 93 Victoria Ave; Dalkeith 6009 - Pilot RAAF
Smith C.E. (Cyril) 21 Greenwood Cr; Gosnells 6110 - Automotive Engineer
Glassey G.A. (Dick) 17 Danielle St; Cleaveland 4163 - Sgt Pilot 87 Sqn.
Adair H.L. (Bert) 59 Goldring St; Hermit Park 4812 - Pilot No. 1 Sqn.
Reuter K.H. (Keith) 2 Cardell Plce; Bracken Ridge 4017 - Flt Mech ex RAAF
Parr S.R. (Stan) 3 Thomas St; Seaciff Park 5049 - ex 94 Sqn. Nav.
Aitken R.W. (Ron) 188 Kissing Point Rd; Turrumulla 2074 - ex RAAF. ex 2, 34, 36, 37, 38 Sqdns.

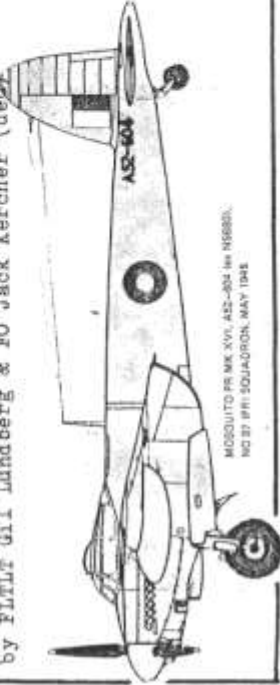
The following new members have been admitted to the Association, since the issue of Bulletin No. 8, and are warmly welcomed to our ranks.

Longmore K.J. (Ken) 3 Moores Rd; Glenoria. 2157 - Radio & model aircraft
King C.J. (Colin) 4 Evans St; West Pymble 2073 - Pilot RAAF, Korea Vet.
Innes D.J. (David) 40 Alma St; Clontarf 2093 - ex RAAF Pilot 27, 22 Sqs RAAF, 92 Sqn RAAF Beaufighters, Burma campaign, later Civil pilot and author "Beaufighters over Burma."

Cramer V.N. (Vic) 85A Livingston Ave; Pymble 2073 - RAAF Pilot-Lancaster Mosquito, Meteor, Canberra - GrpCpt (Ret.)
Currie D. (David) 119 Prince Alfred Pde; Newport 2106 - Charter Pilot.
Ballard R.E. (Robert) 52 Taylor St; Kiama 2533 - Aircraft enthusiast, photographer

Deane H.A. (Bert) 29 Marie St; Traralgon 3844 - ex RAAF E/L Fitter.
Ordinall M. (Max) 5 Benaud Cresc; Warilla 2528-Artist Aviation enthus.
Clifford M. (Mark) 5/137 King St; Sandy Bay 7005- Bank Officer - Pilot

Mosquito A52-604, the companion craft to A52-600 on the Borneo detachment, where it was flown on 7 operations, during the Borneo campaign in Aug; 1945. (as depicted in David Vincent's book "MOSQUITO MONOGRAPH"). Flown mainly by FLYLT Gil Lundberg & FO Jack Kercher (depa)



MOSQUITO PR MK XVI, A52-604 IN 1968.
NO 27 FPI SQUADRON, MAY 1945

Australia Remembers 1945 - 1995

Commemorating the 50th anniversary of the end of World War II

S.A.A.F. Form A.30 (Revised Mar. 1945) (S.A.A.F. Form 84.A.) (S.111A. (Rev. 45))		MESSAGE FORM				Office Serial No. _____	
Call IN	VNHQ V VNEA NUXI 00 OVR 9-10 142355Z	No. of Groups		Office Date Stamp			
and Preface	OUT	GR		25			
ADV RAAF FIRST RAAF ELVEN GROUP HQ CON NEA EA SA ISLAND AIRD WA							
TO INFO RAAF HQ							
FROM AORC							
CMT 258 number							
14 AUG 45 to Number and Date							
CANCEL	ALL	OPERATIONS	AGAINST	THE	5		
ENEMY	FORTHWITH	INCLUDING	MISSIONS	NOW	10		
AIRBORNE	(.)	REPORT	BY	IMMEDIATE	15		
SIGNAL	TIME	OF	LAST	OPERATIONAL	20		
MISSION	(.)	PLEASE	ACKNOWLEDGE	(.)	25		
					30		
					35		
					40		
					45		
					50		
This message must be sent AS WRITTEN and may be sent by W/T.		This message must be sent IN CYPHER and may be sent by W/T.		Originator's Instructions: Degree of Priority.		TIME OF ORIGIN	
Signature		Signature				142355Z	
Originator to insert "NO" if message is not to go by W/T over any part of the route. (Below this line is for Signals use only.)							
System In.	Time In.	Sender.	Sender.	System out.	Time out.	Sender.	Sender.
This Signal Department is responsible that these details are transmitted to the appropriate section of the message form and that all possibility of compromising distinguishing signals, etc., by omitting to remove their designation from the address, etc., is avoided. Before delivery of the message these details are to be re-insured by F/L.							

This signals Message Form is a significant record of the end of hostilities in the Pacific Area WW 11. on 15/8/45.

Our member Keith Muller, ex No. 87 PR Squadron, received it from his brother who was serving on an operating Catalina Squadron when the message was received by the signals section on the 14/8/45.

Thanks to Keith for this contribution & for guarding the record so well over all these years.

It is indeed a fitting introduction to our Bulletin's section of the "Australia Remembers" programme.

A Message from the Minister for Veterans' Affairs, the Hon Con Sciacca MP

(Mr Sciacca is responsible for the coordination of the year's celebrations.)



Australia Remembers 1945 - 1995 will be looked on by future generations as a 'moment in history'.

I cannot think of a better way to commemorate the 50th anniversary of the end of World War II than with our Australia Remembers program, a unique commemorative year aimed at involving the entire Australian community. It will reach its climax with a national event in Brisbane on the 50th anniversary of Victory in the Pacific (VP) Day on 15 August 1995.

The program should involve all Australians whether they live in cities, suburbs or the country. It is also a program designed to bring the importance of Australia's history home to our youth and I have commissioned an educational kit to be developed for all Australian schools.

I believe that by thanking and honouring those who were involved both overseas and at home during World War II we will learn from them and I am confident this moment in history, that is Australia Remembering the 50th anniversary of the end of World War II, will lead to this nation, our Australia, being a better and richer place.

In so many theatres of war, Australians acquitted themselves heroically and selflessly in the face of extreme hardship and often overwhelming odds. Their success ensured Australia's survival as a free and democratic country.

It is time now for the nation to say thank you again with one loud united voice, and also to recognise the efforts of those unsung heroes who toiled to support our servicemen and women, and those who kept the home front running.

Key National Ceremonies in the program

November 1994

53rd anniversary of the sinking of HMAS Sydney

April 1995

Anzac Day

May 1995

VE Day - pilgrimage to Europe

May/June 1995

Pilgrimage to New Guinea

July 1995

Borneo pilgrimage - incorporating the 50th anniversary of Australian invasion at Balikpapan; commemoration of Sandakan death march; handover of Sandakan Memorial Park to the Government of Sabah

August 1995

VP Day - culmination of Australia Remembers commemorations and celebrations with a national event in Brisbane supported by events in all States and Territories.

Lest we forget

THE ODE

They shall grow not old,
As we that are left grow
old,
Age shall not weary them,
Nor the years condemn.
At the going down of the
sun,
And in the morning,
We will remember them.

(The Ode comes from *For the Fallen*, a poem by the English poet and writer Laurence Binyon and was published in London in *The Winnowing Fan: Poems of the Great War in 1914*. The verse which became the League Ode was already used in commemoration services in Australia in 1921.)

It is interesting to note the origin of "THE ODE" which undoubtedly is the most spoken Requiem in our land, as it is recited nightly in all our RSL Clubs all over Australia.

It is touching to note the reverence these simple words instil, as they are received in "pindrop" silence whenever spoken.

Truly the "Ode" has become a living and important part of our Australian culture.



In Flanders fields the
poppies blow
Between the crosses,
row on row
That mark our place,
and in the sky
The larks, still bravely
singing, fly
Scarce heard amid the
guns below.

We are the dead. Short
days ago
We loved, felt dawn,
saw sunsets glow,
Loved and were loved,
and now we lie
In Flanders fields.

Take up our quarrel
with the foe:
To you, from failing
hands we throw
The torch, be yours to
hold it high.
If ye break faith with us
who die
We shall not sleep,
though poppies grow
In Flanders fields.

SYMBOLISM OF THE RSL BADGE

Above all is the CROWN of our Queen — the epitome of loyalty and trust in our great Nation. The WATTLE is a symbol of our Country, the great southern continent, and its peoples, ancient and new.

The LEEK, the ROSE, the THISTLE and the SHAMROCK are the symbols of Wales, England, Scotland and Ireland and represent our British heritage.

The SHIELD is a symbol of our readiness at all times to render service to guard our Nation and to care for our Comrades.

The RED represents the BLOOD spilled in War which binds us in comradeship and in determination to fight for peace. WHITE stands for the PURITY of our motives to render service without thought of gain. The BLUE indicates our willingness to come to the aid of our comrades anywhere under the Blue Sky.

The CIRCLE is the League which binds, its Members, represented by MEN and WOMEN of the Navy, Army and Air Force, marching together in unity and comradeship.

Not wealth, nor influence, nor social standing can purchase the Badge which may only be worn by those who have rendered service in the Armed Forces. It is a time-honoured emblem which has been worn by the most revered in the Land.

Look to this badge as an inspiration to good citizenship, cherishing the ideals the League represents. Let it be worn with Pride.



A 52-600'S FLIGHT RECORD

The following flying times of A52-600 extracted by Aviation author David Vincent, will be of interest to members. The Air Frame and Engine Log Books were preserved, but unfortunately went astray in the transfer from the Albany Syndicate to the RAAF Museum, Point Cook in 1987. We are therefore greatly indebted to David for his preservation of this record.

Flights & Flying Times Recorded in the Airframe Log Book of A52-600



13/12/44	Received No 2 Aircraft Depot ex UK with 5 hrs 50 mins (5.50) flying time	5/6/45	1.30 travel flight Truscott-Coomalie (Kearney/Hardwick)
1/2/45	aircraft assembled & rigged for flight	12/6/45	6.45 PR Timor-Soemba* (Henry/Jordan)
2/2/45	controls inspected & passed for flight	14/6/45	1.30 travel flight Coomalie-Truscott (Davies/Reynolds/Green)
8/2/45	controls check inspected & passed for flight	15/6/45	6.30 PR Flores-Soemba-Soemba-Truscott (Davies/Reynolds)
15/2/45	1.15 initial test flight (Scherff)	15/6/45	1.35 travel flight Truscott-Coomalie (Davies/Reynolds/Green)
20/2/45	0.15 test flight (Herms)	18/6/45	0.30 air test (Lundberg/Forrest)
22/2/45	0.35 test flight (Scherff)	20/6/45	(recorded in Saunders ASD as 21/6/45) 0.40 travel flight Coomalie-Truscott (returned u/s) (Gillespie/Haymes)
3/3/45	0.50 test flight (Scherff)	22/6/45	0.30 air test (Lundberg/Smith/Baker)
4/3/45	* aircraft flight tested after erection & found satisfactory	23/6/45	6.30 PR Kai Is (Lundberg/Smith/Baker)
9/3/45	3.20 ferry flight Richmond-Lorneach	25/6/45	periodical inspection - 120 hourly - completed
10/3/45	4.20 ferry flight Lorneach-Coomalie	1/7/45	7.00 PR south east Celebes (Gillespie/Gibbons)
19/3/45	general acceptance check carried out & found satisfactory	2/7/45	6.50 compass swing & PR Celebes (Armour/Batzloff)
19/3/45	0.30 test flight (Gamble/Lobb)	3/7/45	1.40 travel flight Truscott-Coomalie (Armour/Batzloff)
19/3/45	(recorded in Saunders ASD as 18/3/45) 0.30 familiarization (Kearney/Hardwick)	6/7/45	5.35 PR Timor* (Dee/Baesjou)
19/3/45	(recorded in Saunders ASD as 18/3/45) 0.15 high altitude test to 30,000 ft (Bonython/Roset)	12/7/45	1.30 travel flight Coomalie-Truscott (Bailey/Gibbons/Egins)
21/3/45	0.50 acceptance & high altitude test (Spurquin/Lobb)	12/7/45	5.05 PR Bima (Bailey/Gibbons)
22/3/45	1.40 high altitude test to 30,000 ft or service ceiling (Spurquin/Lobb)	12/7/45	1.25 travel flight Truscott-Coomalie (Bailey/Gibbons/Egins)
23/3/45	5.30 PR Timor (Kearney/Hardwick)	14/7/45	7.05 PR Alauro Is* (spelling to be checked) (Bell/Stranoe)
26/3/45	0.10 test flight - height & hydraulic test (Bonython/Dibbs)	22/7/45	periodical inspection - 160 hourly - completed
16/4/45	0.20 test flight (Bell/Stranoe)	25/7/45	0.40 air test (Timbury/King/Hurshall)
16/4/45	0.20 test flight (Bell/Stranoe)	25/7/45	4.45 travel flight Coomalie-Horotai (Davies/Reynolds)
17/4/45	(recorded in Saunders ASD as 17/4/45) 4.30 PR Timor (Bell/Stranoe)	4/8/45	4.05 travel flight Horotai-Labuan (Davies/Reynolds)
20/4/45	4.30 - appears to be doubling up of previous entry	6/8/45	5.25 PR Kuching area (Davies/Reynolds)
20/4/45	periodical inspection - 40 hourly - completed	9/8/45	6.05 PR Anambor & Naloeina Is (Davies/Reynolds)
22/4/45	2.50 travel flight Coomalie-Broome (Proctor/Garrett/Millson)	10/8/45	5.45 PR Kotawar-Ingan & Sibu (Davies/Reynolds)
22/4/45	3.00 travel flight Broome-Coomalie (Proctor/Garrett/Millson)	11/8/45	7.10 PR Kotawar-Ingan & Kuching (Davies/Reynolds)
24/4/45	0.40 test flight - radio (Lundberg/Douling)	23/8/45	4.05 travel flight Labuan-Horotai (Davies/Reynolds)
25/4/45	0.50 travel flight Coomalie-Darwin-Coomalie (Proctor/Garrett)	24/8/45	4.30 travel flight Horotai-Batchelor (Davies/Reynolds)
7/5/45	0.25 test flight (Timbury/King)	25/8/45	0.30 travel flight Batchelor-Coomalie (Bailey/Jones)
8/5/45	1.55 PR Flores (not completed) (Davies/Reynolds)	30/8/45	periodical inspection - 200 hourly - completed
8/5/45	0.35 test flight - radio (Lamson/Tozer)	3/9/45	1.00 aircraft test (Law/Hcleod)
9/5/45	0.55 test flight - radio (Bonython/Douling)	6/9/45	6.15 PR Timor (Law/Hcleod)
10/5/45	(hours in Saunders ASD as 9/5/45) 0.25 test flight (Davies/O'Connor)	11/9/45	3.30 travel flight Corurns-Gulidford (starter motor u/s) (Law/Hcleod)
11/5/45	6.20 PR Flores-Bima-Truscott (Davies/Reynolds)	19/9/45	2.45 travel flight Gulidford-Learmonth (Law/Hcleod)
11/5/45	1.35 travel flight Truscott-Coomalie (Davies/Reynolds)	19/9/45	3.10 travel flight Learmonth-Moonkanbah (Law/Hcleod)
14/5/45	5.35 PR (location not stated) (Gamble/Lobb)	20/9/45	2.15 travel flight Moonkanbah-Coomalie
18/5/45	0.20 air test (Lundberg/Baker)	22/9/45	15.35 & 6.50 given as flying times but only one entry adjacent: PR Tambora (Law/Hcleod)
19/5/45	0.30 test flight (Davies)	22/10/45	7.15 travel flight Coomalie-Parkes (Dee/Baesjou)
21/5/45	7.10 PR Soemba (Lundberg/Kercher)		
22/5/45	1.45 PR (not completed) (Henry/Jordan)		
22/5/45	0.30 test flight - instruments		
22/5/45	(hours in Saunders ASD as 25/5/45) 7.15 PR Soemba* (Henry/Jordan)		
28/5/45	periodical inspection - 80 hourly - completed		
30/5/45	0.50 test flight (Lundberg/Kercher)		
2/6/45	4.00 PR Timor* (Johnston/Milliamson)		
4/6/45	1.45 travel flight Coomalie-Truscott (Kearney/Hardwick/Taylor)		
5/6/45	4.30 PR Soemba (Kearney/Hardwick)		

Whilst David is not in a position to answer specific questions, he will provide the balance of what little information he has on A52-600's subsequent RAAF history in our next Bulletin.

* denotes locations added from information provided by Allan Davies; not specified in No 87 Saunders' Operations Record Book

The above entries were coded, long hand, by David Vincent from A52-600's Airframe Log Book when the book and aircraft were held by Pearce Dawn of the Warbirds Aviation Museum, Mildura.

Noteworthy is the inclusion of one further (as yet unsubstantiated) operational flight which takes the number of wartime PR flights to 21.

Whilst the Log Book was passed on to the next owner, it has some missing since. Until it can be located, the above summary represents the best information available on A52-600's wartime RAAF service, errors and omissions excepted.

MOSQUITO RESTORATION PROJECT

FEB 95

Project Progress

Engineering Difficulties. The second half of 1994 was a difficult period for the Mosquito restoration. We predicted long ago that some engineering problems would emerge due to the nature of this restoration (how many experts on wooden aeronautical design & construction are there?). The first major one has been with replacement plywood. Naturally, if the aircraft is to fly the onus is on us to prove to regulatory authorities that replacement materials are of equal or better strength to the originals. Modern plywood is slightly different to the original in its manufacture, and so an assessment must be made by a qualified engineer. The vagueness of 50 year old wood specifications makes this difficult. Thankfully Mr John Corby of Corby Aeronautics in Sydney is donating some time to do this, and the ever helpful Merv Wigborn has dug up the data sheets from his original De Havilland Stress Office notes (circa 1940) which we believe will provide a solution.

Woodwork. Work on structural areas necessitating plywood repairs was therefore temporarily suspended late last year until this problem is resolved. An exception to this was the tailplane interior structure where the ply ribs have been repaired. Of course there are several non-structural areas which are not affected, such as bomb doors, fairings, etc. A new tail fairing has been constructed and is almost ready to be skinned. Our volunteers Ron and Jim have done a great job of dismantling the wing, and it is now down to its bare spars and ribs.

Planning/Mosquito Drawings. While wood problems were being looked at, the restoration team took the opportunity to catch up on certain administrative (ie, paperwork) aspects of the project, which could optimistically be described as 'lagging'. This is the inevitable result of not having a full time Officer-in-Charge or Project Manager. A large batch of Mosquito drawings was paid for by the Association and arrived in January directly from British Aerospace. These drawings number almost 300 in all, and include nearly 50 vital repair drawings, and nearly 250 detailed drawings of structures, hydraulics, pneumatics, plumbing, wiring, fuel and electrical systems for the Mosquito PR Mk XVI. This will provide a huge boost to the engineering side of the project, and will certainly relieve those who have to put all the bits back together.

Metalwork. On the metal side of things, preliminary assessments of some system components such as hydraulic flow control valves have been completed. This will allow the team to start planning ahead for replacement parts where necessary. The project team has decided that wherever possible, metal components (particularly flight control surfaces), will have all nuts, bolts, rivets, screws and ball bearings replaced with new items regardless of their appearance. A supplier of the correct metal hardware has been identified and enough hardware for the canopy, rudder and elevators will be ordered shortly.

In Summary

Woodwork progress slowed significantly and was eventually halted in structural areas in the last half of 1994 due to plywood problems. We hope that most of these will be overcome in the first half of 1995. More support from 'CAR35' qualified engineers will inevitably be required as the project continues. Work on non-structural areas is not affected. The last half of 1994 was particularly busy for project team members in their full time jobs, nevertheless the Association helped us significantly by purchasing nearly 300 engineering drawings from BAC and continuing its drive for publicity, parts and information. Our thanks go to the Association and its members for 'hanging in there'. This is precisely the support that the project team needs during difficult periods such as the last few months.



M.P. MAYFIELD
Flight Lieutenant
Mosquito Restoration Project

08 Feb 95



In spite of frustrating and unavoidable delays over the past few months, the team has forged ahead with the moulding, framing and restoration of various wooden sections of the fuselage. The section shown above by Ron Scott (one of the civilian volunteers on the restoration of Mosquito A52-600) is the skeleton of the tail cone, ready for the application of the plywood skin. Renovations to bomb doors, entry hatch, cockpit furniture and floor, & stripping of the wing have all been completed. When the present "hickies" over the wood problems are sorted out in the near future, the whole fuselage will be almost ready to be pieced together.

Then the work on reconstruction of the wing will commence. The starboard wing section has been completely stripped, down to spars, ribs & stringers, ALL IN EXCELLENT CONDITION despite the age of the aircraft (50 years).

The purchase of vital working drawings from Bae by the Association for \$1420.43, and technical papers from J.C. Robey USA for \$29.40, has only been possible through the support and interest of our membership, most ably illustrated by the extent of unsolicited donations received in the past 7 months. Your generous contributions are gratefully acknowledged by the members of the volunteer team working on the restoration and our Executive and Committee.



The 4th Aircrew Reunion

- Gold Coast '95 -

P.O. Box 6511, G.C.M.C., Bundall Qld 4217
Telephone - Chairman: (075) 31 8375
Secretary: (075) 31 8392

Your Patron AVM J.C. ("Sam") Jordan will be present, as will other members of our Association. After lots of HO-INGS & HA-INGS, they have even OKed your EDITORS admittance !! This Reunion should have particular appeal to those Queenslanders living not so far from Broadbeach, Queensland.

The Dates are Fri. 12th May '95 to Tues. 16th May '95, but a 3 Day entry is permitted. Qantas, a welcome Sponsor, together with the DVA is offering most attractive concessions & conditions to the air minded entrant.

JOIN THE THROG, write to Ted Harding at the above address for full details & your entry form. -- HURRY !! HURRY !! - TIME is RUNNING OUT !!
The REUNION is NEXT MONTH !!

KEEPING YOU, (THE MEMBER) UP TO DATE ON REQUIREMENTS OF THE RESTORATION TEAM.

In some areas, original wooden sections of the fuselage have needed replacement, due mainly to weather deterioration.

Wherever replacement has been necessary, such joints will require approval by a certificated examiner, before the external skin may be fitted. As this situation is delaying progress on the fuselage, your C'tee is currently examining the cost involvement & the possibility of the Association bearing all or part of the cost.

Robert Taylor -renowned Aviation Artist.

With Mr. Pat Barnard of the Military Gallery, Bath, England, Robert Taylor was present at the Wings Over Australia Gallery, of Glenbrook NSW on Sunday, 19/2/95, where limited edition prints of two of his recent paintings were signed by Australian pilots who flew Mosquito, Spitfire and Lancaster aircraft.

Bobby Gibbs, Brian (Black Jack) Walker, Jim Kingsford Smith and other ex RAAF pilots were in attendance. Two Association members were invited to attend - namely Bob Cowper and your Secretary/Ed.

The function was very well attended, with many Australian Aviation Artists present to meet Robert Taylor. The host was Niall Guiney of Wings over Australia, who is to be heartily congratulated on the success of the day and thanked through these pages for his hospitality.

Wouldn't it be GREAT if, one day, Robert Taylor could feature Mosquito A52-600 in one of his paintings?

Your Editor STRIKES GOLD !!

Whilst enjoying the hospitality of KEITH & INA MULLER at Penrith recently - Ina quietly asked me "Do you think "THESE" would be of any use to you ?" - "THESE" were many copies of "WINGS" - Circa 1943 through to 1946. Their value in gleaning long forgotten facts & interesting topics relevant to Service life is incalculable.

eg: Further confirmation of the civilian flight of Mosquitos during WW 2, is found in "WINGS" VOL 2 -No1 of Sept 28th; 1943 Page24.

Viz; "Half a dozen Mosquitos which have been demilitarised have been flying with British Overseas Airways. They are mainly carrying important freight & Mails. They are camouflaged on top and painted silver underneath. They carry the usual civil markings. One of these "civvie" Mosquitos was intercepted by a fighter but escaped by its speed!"

Yes !! Ina, they are pure gold & will be a happy hunting ground for the editor for items for future Bulletins.

CANDIDS by your Editor at the **ROBERT TAYLOR** PRESENTATION

Hosted by Niall Guiney of the WINGS OVER AUSTRALIA GALLERY at Glenbrook NSW, on Sunday 19th; Feb. '95, limited edition prints of Robert Taylor's paintings "THE STRAGGLER" and "MOSQUITO MISSION" were signed by Veteran pilots and released to the Australian public. The large attendance was indeed fortunate to have the artist and the Managing Director of the Military Gallery, Bath, Eng; present on this occasion.



The Artist, Robert Taylor (seated) having a spell from signing copies of his two books.



Jim Kingsford Smith.



Bob Cowper,

Our member & last CO of
RAAF Mosquito Sqdn. No. 456



The irrepressible Brian (Black Jack) Walker (l) reminiscing with the indomitable Bobby Gibbs (r)



"A PLETHORA OF AXES!!"- Well 2 anyway.

Bert Morgan, the donor of this axe says "never leave your kitbag on the Tarmac apron !, I did, & the axe must have fallen from a passing Mossie, whilst my back was turned!"

Thanks Bert & "Crash" Morgan for polishing up & delivering the Axe to the Richmond Base. This photo shows "Crash" presenting the Axe to FLTLT Mike Mayfield, we now have one for the Mossie and one to trade for some other part or piece of equipment.

"Crash" arrived at the Base, just as your Editor was checking in at Security - and the surprise and pleasure was mutual at the unexpected meeting.



Major Duncan Forrester, an Aviation Artist and member of this Association. Taken at the Robert Taylor presentation.



Jim Scott (L) with English visitor Todd Buckingham(R), posing behind the beautifully fashioned, rehabilitated skeleton of the tail cone.

Jim and his brother Ron are two of our Volunteer stalwarts, & are presently engaged in stripping the wing.



L To R - "Crash" Morgan, Keith Muller, (ex 87 Sqn. Radio section) Tod Buckingham & FLTLT Mike Mayfield. discussing the stripped stabilizer.

